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# SECTION CO

## ENGINE COOLING SYSTEM

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PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000008643391

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

**WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

**WARNING:**

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for Liquid Gasket

INFOID:000000008643392

REMOVAL OF LIQUID GASKET

- After removing nuts and bolts, separate the mating surface using Tool and remove old liquid gasket.

Tool number : KV10111100 (J-37228)

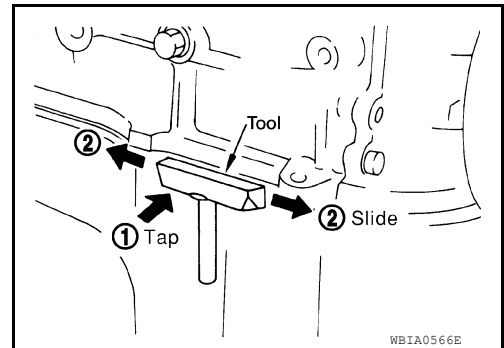
**CAUTION:**

Be careful not to damage the mating surfaces.

- Tap (1) Tool to insert it, and then slide it (2) by tapping on the side as shown.
- In areas where Tool is difficult to use, use plastic hammer to lightly tap the parts, to remove it.

**CAUTION:**

If for some unavoidable reason tool such as screwdriver is used, be careful not to damage the mating surfaces.



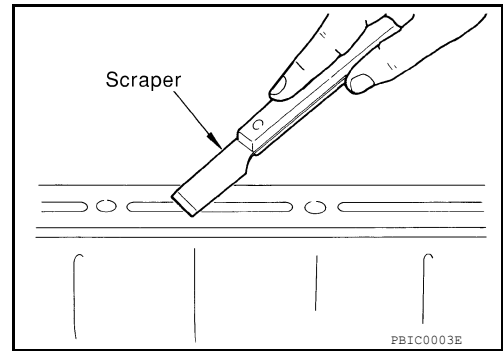
LIQUID GASKET APPLICATION PROCEDURE

# PRECAUTIONS

[VQ35DE]

## < PRECAUTION >

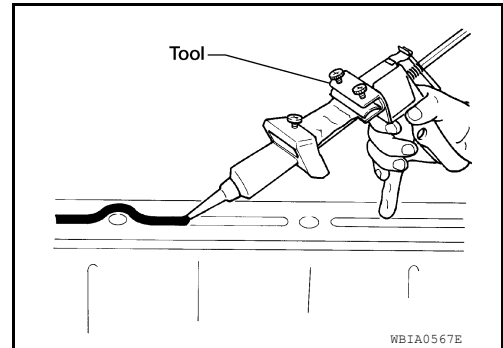
1. Remove old liquid gasket adhering to the liquid gasket application surface and the mating surface using scraper.
  - Remove liquid gasket completely from the groove of the liquid gasket application surface, bolts, and bolt holes.
2. Thoroughly clean the mating surfaces and remove adhering moisture, grease and foreign materials.



3. Attach liquid gasket tube to Tool.

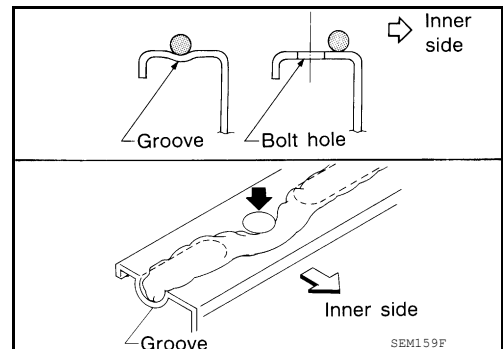
**Tool number** : WS39930000 ( — )

**Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-21, "Recommended Chemical Products and Sealants"](#).**



4. Apply liquid gasket without breaks to the specified location with the specified dimensions.

- If there is a groove for the liquid gasket application, apply liquid gasket to the groove.
- As for the bolt holes, normally apply liquid gasket inside the holes. Occasionally, it should be applied outside the holes. Make sure to read the text of Service Manual.
- Within five minutes of liquid gasket application, install the mating component.
- If liquid gasket protrudes, wipe it off immediately.
- Do not retighten nuts or bolts after the installation.
- After 30 minutes or more have passed from the installation, fill engine oil and engine coolant.



### **CAUTION:**

**Carefully follow all of the warnings, cautions, notes, and procedures contained in this manual.**

# PREPARATION

< PREPARATION >

[VQ35DE]

## PREPARATION

### PREPARATION

#### Special Service Tool

INFOID:000000008643393

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
WS39930000 ( — ) Tube presser	Pressing the tube of liquid gasket
EG17650301 (J-33984-A) Radiator cap tester adapter	Adapting radiator cap tester to radiator cap and radiator filler neck <b>a: 28 (1.10) dia.</b> <b>b: 31.4 (1.236) dia.</b> <b>c: 41.3 (1.626) dia.</b> Unit: mm (in)
KV10111100 (J-37228) Seal cutter	Removing chain tensioner cover and water pump cover
KV991J0070 (J-45695) Coolant refill tool	Refilling engine cooling system
KV991J0010 (J-23688) Engine coolant refractometer	Checking concentration of ethylene glycol in engine coolant


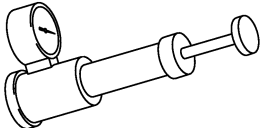
#### Commercial Service Tool

INFOID:000000008643394

# PREPARATION

< PREPARATION >

[VQ35DE]

Tool name	Description
<p>Power tool</p> <div style="text-align: center;">  <p>PIIB1407E</p> </div>	<p>Loosening nuts, screws and bolts</p>
<p>Radiator cap tester</p> <div style="text-align: center;">  <p>PBIC1982E</p> </div>	<p>Testing radiator cap</p>

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# OVERHEATING CAUSE ANALYSIS

< SYSTEM DESCRIPTION >

[VQ35DE]

## SYSTEM DESCRIPTION

### OVERHEATING CAUSE ANALYSIS

#### Troubleshooting Chart

INFOID:000000008643395

		Symptom	Check items	
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—
		Thermostat stuck closed	—	
		Damaged fins	Dust contamination or paper clogging	
			Physical damage	
	Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)		
	Reduced air flow	Cooling fan does not operate	Fan assembly	—
		High resistance to fan rotation		
		Damaged fan blades		
	Damaged radiator shroud	—	Radiator shroud	—
	Improper coolant mixture ratio	—	Coolant viscosity	—
	Poor coolant quality	—		—
	Insufficient coolant	Coolant leaks	Cooling hose	Loose clamp
				Cracked hose
			Water pump	Poor sealing
			Radiator cap	Loose
Poor sealing				
Radiator			O-ring for damage, deterioration or improper fitting	
		Cracked radiator tank		
Reservoir tank		Cracked reservoir tank		
Overflowing reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration		
		Cylinder head gasket deterioration		

# OVERHEATING CAUSE ANALYSIS

< SYSTEM DESCRIPTION >

[VQ35DE]

		Symptom		Check items				
Except cooling system parts malfunction	—	Overload on engine	Abusive driving	High engine rpm under no load	—	A		
				Driving in low gear for extended time		CO		
				Driving at extremely high speed				
						Powertrain system malfunction		C
						Installed improper size wheels and tires		D
						Dragging brakes		
				Improper ignition timing		E		
	Blocked or restricted air flow		Blocked bumper	Blocked air flow	—			
			Blocked radiator grille	Installed car brassiere			F	
				Mud contamination or paper clogging				
			Blocked radiator	Blocked air flow				G
			Blocked condenser					
	Installed large fog lamp							

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# COOLING SYSTEM

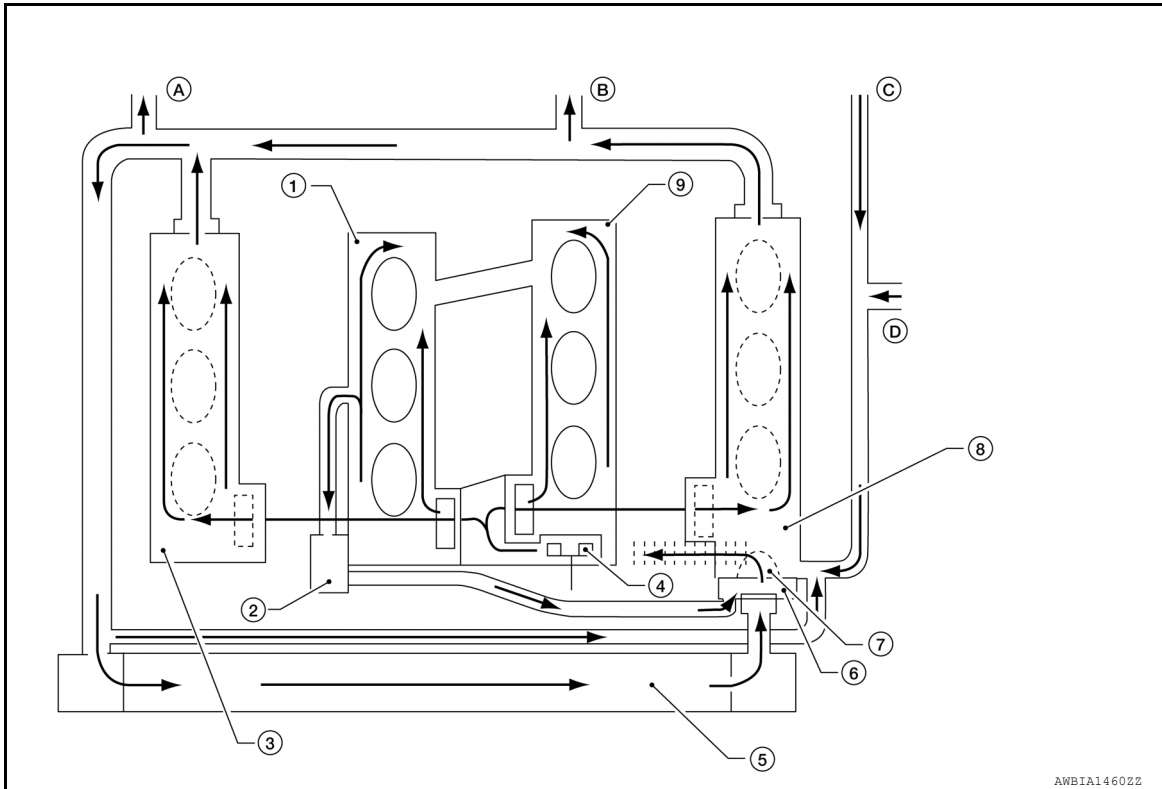
[VQ35DE]

< SYSTEM DESCRIPTION >

## COOLING SYSTEM

### Cooling Circuit

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AWBIA1460ZZ

- |  |  |                        |
|--|--|------------------------|
| 1. Cylinder block (RH)                     | 2. Oil cooler                            | 3. Cylinder head (RH)  |
| 4. Water pump                              | 5. Radiator                              | 6. Water inlet         |
| 7. Thermostat                              | 8. Cylinder head (LH)                    | 9. Cylinder block (LH) |
| A. To heater                               | B. To electric throttle control actuator | C. From heater         |
| D. From electric throttle control actuator |  |                        |





## PERIODIC MAINTENANCE

### ENGINE COOLANT

#### System Inspection

INFOID:000000008643398

#### **WARNING:**

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator. Wrap a thick cloth around the radiator cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the radiator cap by turning it all the way.

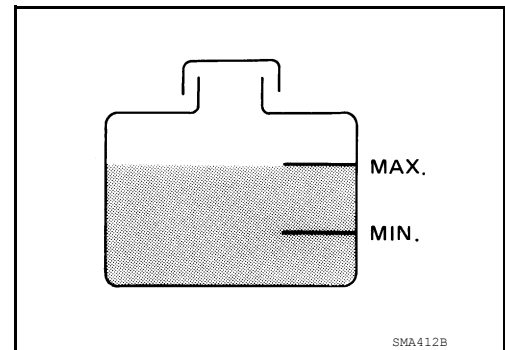
#### CHECKING COOLING SYSTEM HOSES

Check hoses for the following:

- Improper attachment
- Leaks
- Cracks
- Damage
- Loose connections
- Chafing
- Deterioration

#### CHECKING RESERVOIR TANK LEVEL

- Check if the reservoir tank coolant level is within MIN to MAX range when the engine is cool.
- Adjust coolant level if it is too much or too little.



#### CHECKING COOLING SYSTEM FOR LEAKS

To check for leaks, apply pressure to the cooling system using suitable tool and Tool.

**Tool number** : EG17650301 (J-33984-A)

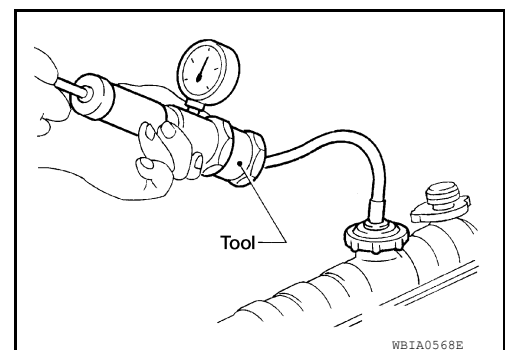
**Leakage test pressure** : 156 kPa (1.6 kg/cm<sup>2</sup>, 23 psi)

#### **WARNING:**

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator.

#### **CAUTION:**

Higher pressure than specified may cause radiator damage.



#### CHECKING RADIATOR CAP

1. Inspect the radiator cap.
  - Replace the radiator cap if the metal plunger cannot be seen around the edge of the black rubber gasket.
  - Replace the radiator cap if deposits of waxy residue or other foreign material are on the black rubber gasket or the metal retainer.

#### **NOTE:**

Thoroughly wipe out the radiator filler neck to remove any waxy residue or foreign material.

# ENGINE COOLANT

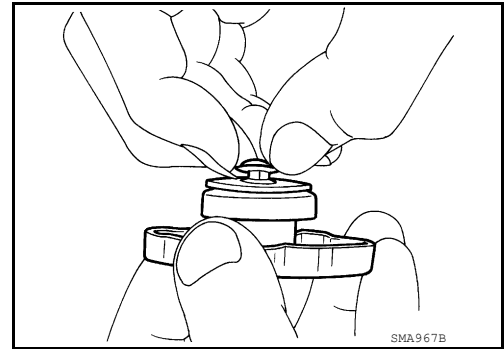
[VQ35DE]

## < PERIODIC MAINTENANCE >

2. Pull the negative-pressure valve to open it and check that it closes completely when released.

**Standard stroke: 0.7 mm – 1.7 mm (0.03 – 0.07 in)**

- Check that there is no dirt or damage on the valve seat of the radiator cap negative-pressure valve.
- Check that there are no abnormalities in the opening and closing conditions of the negative-pressure valve.

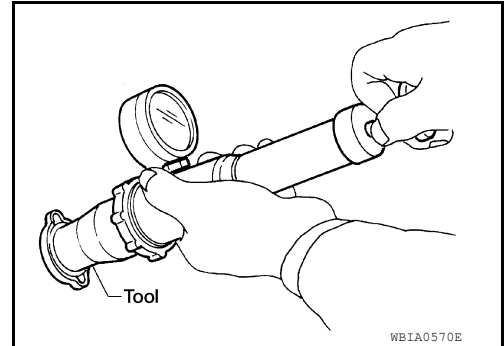


3. Check radiator cap relief pressure using suitable tool and Tool.

**Tool number : EG17650301 (J-33984-A)**

**Standard: 122.3 – 151.7 kPa (1.3 – 1.5 kg/cm<sup>2</sup>, 17.7 – 22 psi)**

- When connecting the radiator cap to the tester, apply water or coolant to the radiator cap seal surface.
- Replace the radiator cap if there is an abnormality in the negative-pressure valve, or if the open-valve pressure is outside of the standard values.



## CHECKING RADIATOR

Check radiator for mud or clogging. If necessary, clean radiator as follows.

### CAUTION:

- **Be careful not to bend or damage the radiator fins.**
- **When radiator is cleaned on-vehicle, remove surrounding parts in order to access the radiator core. Tape the harness and electrical connectors to prevent water from entering.**

1. Spray water to the back side of the radiator core using a side to side motion from the top down.
2. Stop spraying when debris no longer flows from radiator core.
3. Blow air into the back side of radiator core using a side to side motion from the top down.
  - Use compressed air lower than 490 kPa (5 kg/cm<sup>2</sup>, 71 psi) and keep distance more than 30 cm (11.8 in).
4. Continue to blow air until no water sprays out.
5. Check for coolant leaks. Repair as necessary.

## Changing Engine Coolant

INFOID:000000008643399

### WARNING:

**Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator. Wrap a thick cloth around the radiator cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the radiator cap by turning it all the way.**

## DRAINING ENGINE COOLANT

1. Remove the engine under cover. Refer to [EM-23, "Removal and Installation"](#).
2. Open radiator drain plug at the bottom of radiator and remove the radiator cap. This is the only step required for a partial cooling system drain.

### CAUTION:

**Do not allow the coolant to contact drive belt.**

3. If removing the heater core, remove the upper heater hose from the engine coolant outlet and apply moderate air pressure of 103.46 kPa (1.055 kg-cm<sup>2</sup>, 15 psi) maximum for 30 seconds into the hose to blow out excess coolant from the core.
4. For a complete cooling system drain, remove the reservoir tank and drain the coolant, and then clean the reservoir tank before installation.

### CAUTION:

**Do not allow the coolant to contact drive belt.**

# ENGINE COOLANT

[VQ35DE]

## < PERIODIC MAINTENANCE >

- When performing a complete cooling system drain remove the cylinder block front drain plug and the cylinder block RH drain plug.
- Check the drained coolant for contaminants such as rust, corrosion or discoloration.
  - If contaminated, flush the engine cooling system.

## REFILLING ENGINE COOLANT

- Install the radiator drain plug. If the cooling system was drained completely, install the reservoir tank and the cylinder block drain plugs.
  - The radiator must be completely empty of coolant and water.
  - Apply sealant to the threads of the cylinder block drain plugs. Use Genuine High Performance Thread Sealant or equivalent. Refer to [GI-21, "Recommended Chemical Products and Sealants"](#).

**Radiator drain plug** : Refer to [CO-14, "Exploded View"](#).

**Cylinder block front drain plug** : 9.8 N·m (1.0 kg-m, 87 in-lb)

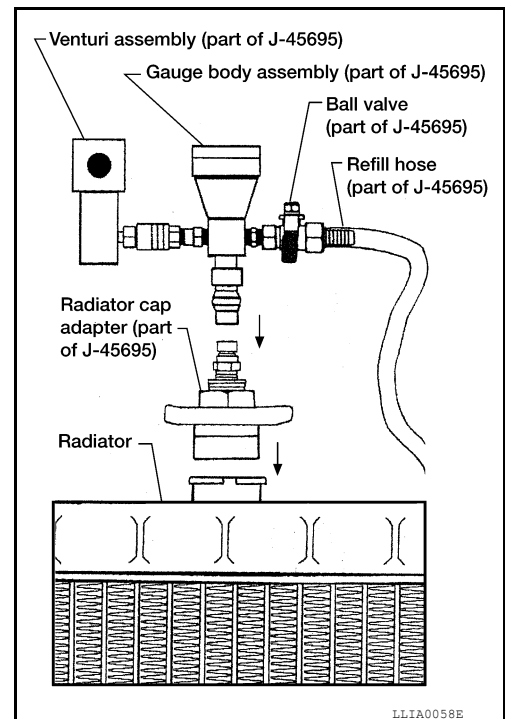
**Cylinder block RH drain plug** : 19.6 N·m (2.0 kg-m, 14 ft-lb)

- If disconnected, reattach the upper radiator hose at the engine side.
- Set the vehicle heater controls to the full HOT and heater ON position. Turn the vehicle ignition ON with the engine OFF as necessary to activate the heater mode.
- Install the Tool by installing the radiator cap adapter onto the radiator neck opening. Then attach the gauge body assembly with the refill tube and the venturi assembly to the radiator cap adapter.

**Tool number** : KV991J0070 (J-45695)

- Insert the refill hose into the coolant mixture container that is placed at floor level. Make sure the ball valve is in the closed position.
  - Use the specified engine coolant or equivalent. Refer to [MA-17, "FOR USA AND CANADA : Anti-Freeze Coolant Mixture Ratio"](#) (United States and Canada) or [MA-18, "FOR MEXICO : Engine Coolant Mixture Ratio"](#) (Mexico).

**Engine coolant capacity (with reservoir tank)** : Refer to [MA-16, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-17, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).



### CAUTION:

Do not use any cooling system additives such as radiator sealer. Additives may clog the cooling system and cause damage to the engine, transmission and/or cooling system.

- Install an air hose to the venturi assembly, the air pressure must be within specification.

**Compressed air supply pressure** : 549 - 824 kPa (5.6 - 8.4 kg/cm<sup>2</sup>, 80 - 119 psi)

### CAUTION:

The compressed air supply must be equipped with an air dryer.

- The vacuum gauge will begin to rise and there will be an audible hissing noise. During this process open the ball valve on the refill hose slightly. Coolant will be visible rising in the refill hose. Once the refill hose is full of coolant, close the ball valve. This will purge any air trapped in the refill hose.

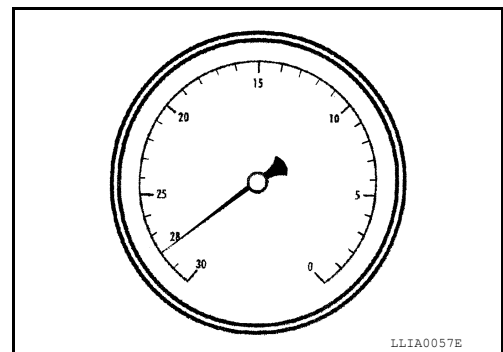
# ENGINE COOLANT

[VQ35DE]

## < PERIODIC MAINTENANCE >

8. Continue to draw the vacuum until the gauge reaches 28 inches of vacuum. The gauge may not reach 28 inches in high altitude locations; use the vacuum specifications based on the altitude above sea level.

Altitude above sea level	Vacuum gauge reading
0 - 100 m (328 ft)	: 28 inches of vacuum
300 m (984 ft)	: 27 inches of vacuum
500 m (1,641 ft)	: 26 inches of vacuum
1,000 m (3,281 ft)	: 24 - 25 inches of vacuum



9. When the vacuum gauge has reached the specified amount, disconnect the air hose and wait 20 seconds to see if the system loses any vacuum. If the vacuum level drops, perform any necessary repairs to the system and repeat steps 6 - 8 to bring the vacuum to the specified amount. Recheck for any leaks.
10. Place the coolant container (with the refill hose inserted) at the same level as the top of the radiator. Then open the ball valve on the refill hose so the coolant will be drawn up to fill the cooling system. The cooling system is full when the vacuum gauge reads zero.

**CAUTION:**

**Do not allow the coolant container to get too low when filling, to avoid air from being drawn into the cooling system.**

11. Remove the Tool from the radiator neck opening.
12. Fill the cooling system reservoir tank to the specified level and install the radiator cap. Run the engine to warm up the cooling system and top up the system as necessary.
13. Install the engine under cover. Refer to [EXT-15. "Exploded View"](#).

## FLUSHING COOLING SYSTEM

1. Fill the radiator from the filler neck above the radiator upper hose and reservoir tank with clean water and reinstall radiator cap.
2. Run the engine and warm it up to normal operating temperature.
3. Rev the engine two or three times under no-load.
4. Stop the engine and wait until it cools down.
5. Drain the water from the system. Refer to [CO-11. "Changing Engine Coolant"](#).
6. Repeat steps 1 through 5 until clear water begins to drain from the radiator.

# RADIATOR

< REMOVAL AND INSTALLATION >

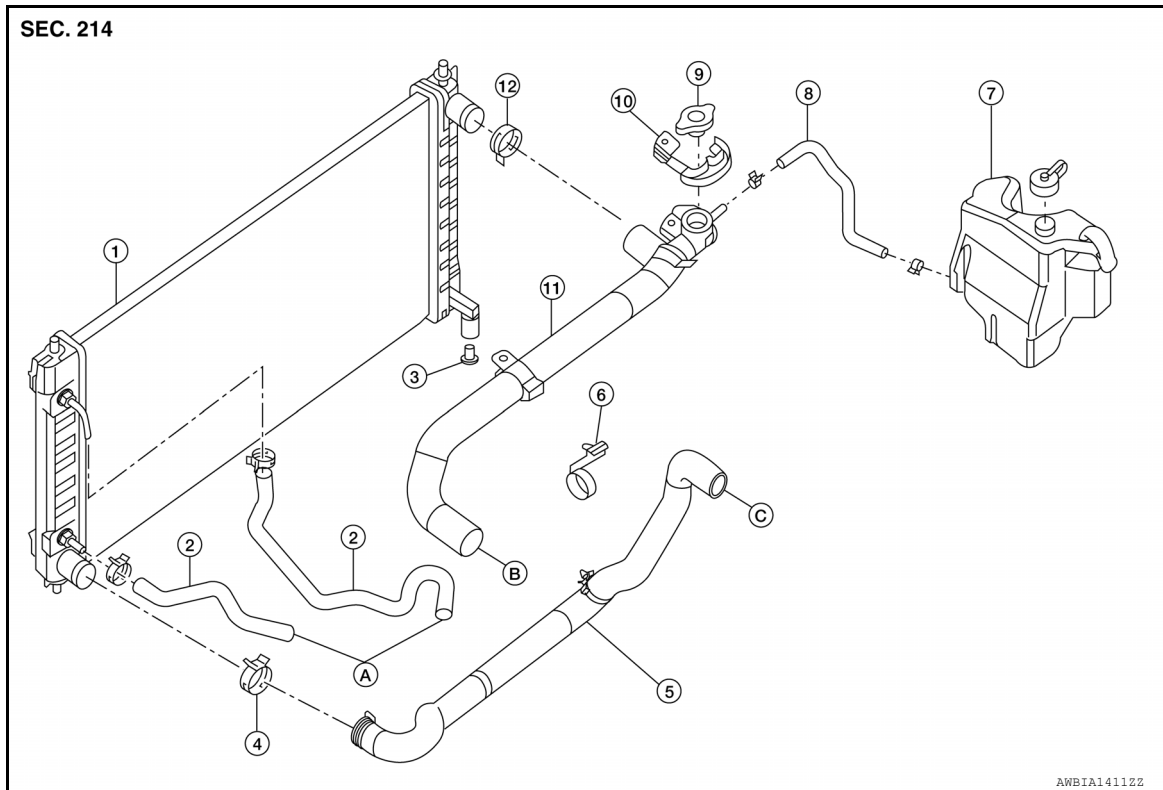
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## REMOVAL AND INSTALLATION

### RADIATOR

#### Exploded View

INFOID:000000008807254



- |                                |                           |                                  |
|--------------------------------|---------------------------|----------------------------------|
| 1. Radiator                    | 2. CVT oil cooler hose    | 3. Radiator drain plug           |
| 4. Radiator hose (lower) clamp | 5. Radiator hose (lower)  | 6. Radiator hose (lower) bracket |
| 7. Reservoir tank              | 8. Reservoir hose         | 9. Radiator cap                  |
| 10. Radiator cap adaptor       | 11. Radiator hose (upper) | 12. Radiator hose (upper) clamp  |
| A. To CVT                      | B. To water outlet        | C. To water inlet                |

### Removal and Installation

INFOID:000000008643400

#### **WARNING:**

**Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator. Wrap a thick cloth around the radiator cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the radiator cap by turning it all the way.**

#### **NOTE:**

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

#### REMOVAL

1. Drain coolant from radiator. Refer to [CO-11, "Changing Engine Coolant"](#).
2. Remove hoodedge covers (RH and LH).
3. Remove front bumper fascia. Refer to [EXT-16, "Removal and Installation"](#).
4. Remove battery tray. Refer to [PG-68, "Removal and Installation \(Battery Tray\)"](#).
5. Disconnect reservoir hose.
6. Disconnect radiator hose (upper) and radiator hose (lower).
7. Remove A/C condenser. Refer to [HA-42, "CONDENSER : Removal and Installation"](#).
8. Disconnect the CVT oil cooler hoses.

# RADIATOR

< REMOVAL AND INSTALLATION >

[VQ35DE]

9. Remove radiator.

**CAUTION:**

- Do not damage or scratch the radiator core when removing.

## INSTALLATION

Installation is in the reverse order of removal.

- After installation refill engine coolant and check for leaks. Refer to and [CO-10, "System Inspection"](#).

**CAUTION:**

Do not spill coolant in engine compartment. Use a shop cloth to absorb coolant.

## INSPECTION

Radiator

1. Check radiator for mud or clogging. If necessary, clean radiator as follows.

**CAUTION:**

- Be careful not to bend or damage the radiator fins.
  - When radiator is cleaned on-vehicle, remove surrounding parts in order to access the radiator core. Tape the harness and electrical connectors to prevent water from entering.
2. Spray water to the back side of the radiator core using a side to side motion from the top down.
  3. Stop spraying when debris no longer flows from radiator core.
  4. Blow air into the back side of radiator core using a side to side motion from the top down.
    - Use compressed air lower than 490 kPa (5 kg/cm<sup>2</sup>, 71 psi) and keep distance more than 30 cm (11.8 in).
  5. Continue to blow air until no water sprays out.
  6. Inspect radiator for leaks as follows:
    - a. Apply pressure using Tool.

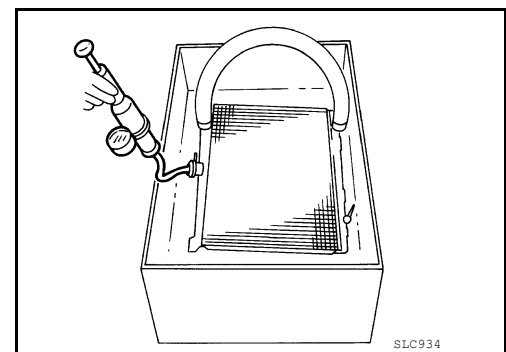
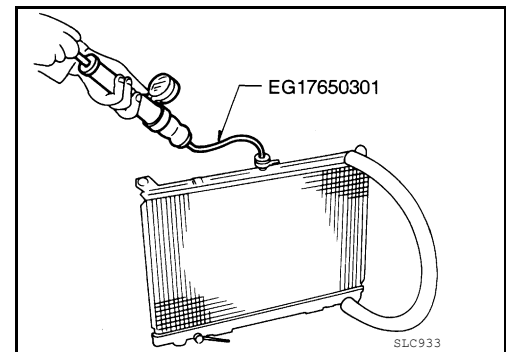
**Tool number** : EG17650301 (J-33984-A)

**Leakage test pressure** : 156 kPa (1.6 kg/cm<sup>2</sup>, 23 psi)

**WARNING:**

To prevent the risk of the hose coming undone while under pressure, securely fasten it down with a hose clamp. Attach a hose to the oil cooler as well.

- b. Check for leaks.

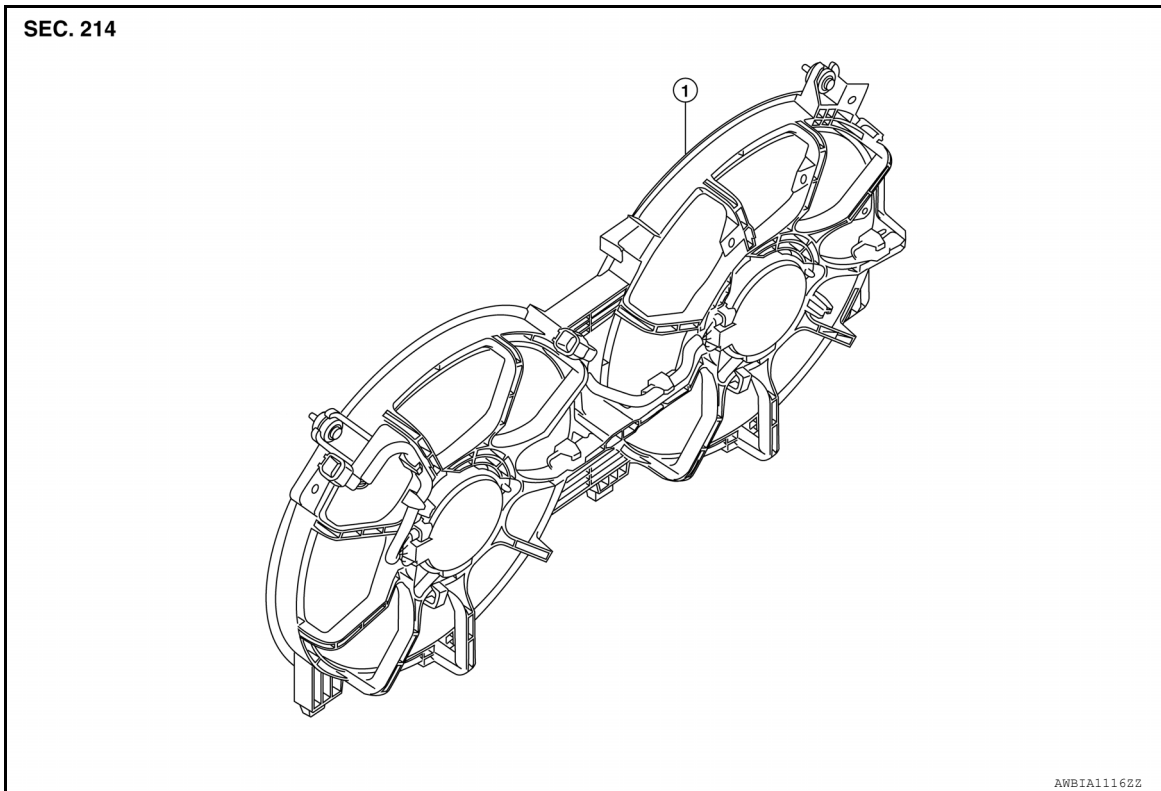


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## COOLING FAN

### Removal and Installation

INFOID:000000008643401



1. Radiator cooling fan assembly

#### **WARNING:**

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator. Wrap a thick cloth around the radiator cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the radiator cap by turning it all the way.

#### **NOTE:**

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

#### REMOVAL

1. Partially drain engine coolant from radiator. Refer to [CO-11, "Changing Engine Coolant"](#).

#### **CAUTION:**

**Perform when engine is cold.**

2. Remove engine room cover.
3. Remove TCM. Refer to [TM-166, "Removal and Installation"](#).
4. Remove battery tray. Refer to [PG-68, "Removal and Installation \(Battery Tray\)"](#).
5. Disconnect radiator hose (upper).
6. Disconnect radiator cooling fan motor harness connectors.
7. Remove radiator cooling fan assembly.

#### INSTALLATION

Installation is in the reverse order of removal.

- Radiator cooling fans are controlled by ECM. For details, refer to [EC-486, "Description"](#).



# WATER PUMP

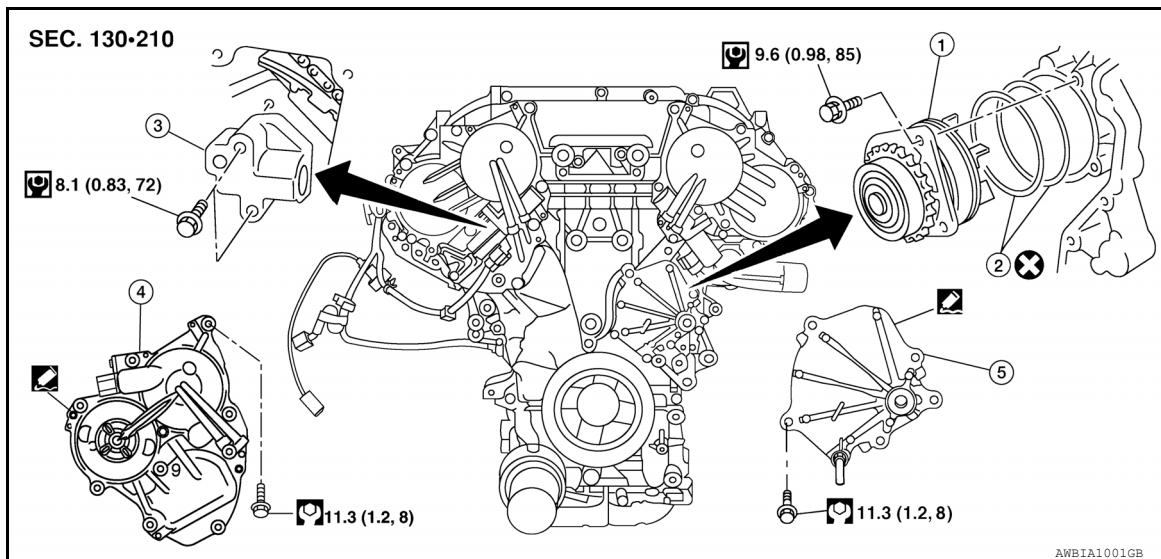
< REMOVAL AND INSTALLATION >

[VQ35DE]

## WATER PUMP

### Exploded View

INFOID:000000008643402



- |   |                     |                           |
|---|---------------------|---------------------------|
| 1. Water pump   | 2. O-rings          | 3. Timing chain tensioner |
| 4. Intake valve timing control solenoid valve cover (RH) (bank 1) | 5. Water pump cover |                           |

### Removal and Installation

INFOID:000000008643403

#### **WARNING:**

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure coolant escaping from the radiator. Wrap a thick cloth around the radiator cap. Slowly turn it a quarter turn to allow built-up pressure to escape. Carefully remove the radiator cap by turning it all the way.

#### **CAUTION:**

- When removing water pump assembly, be careful not to get coolant on drive belt.
- Water pump cannot be disassembled and should be replaced as a unit.
- After installing water pump, connect hose and clamp securely, then check for leaks using suitable tool.

#### **NOTE:**

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

#### REMOVAL

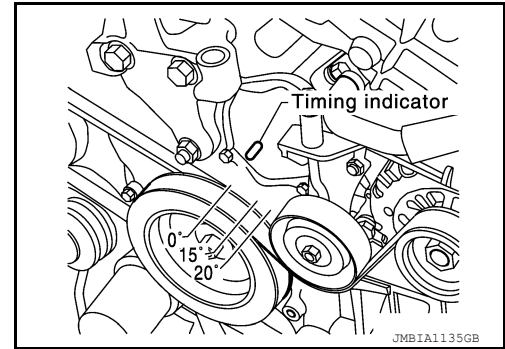
1. Drain engine coolant from the radiator. Refer to [CO-11, "Changing Engine Coolant"](#).  
**CAUTION:**  
Perform when the engine is cold.
2. Disconnect reservoir hose and remove reservoir tank.
3. Remove RH wheel and tire. Refer to [WT-60, "Adjustment"](#).
4. Remove the fender protector side cover (RH). Refer to [EXT-23, "Exploded View"](#).

# WATER PUMP

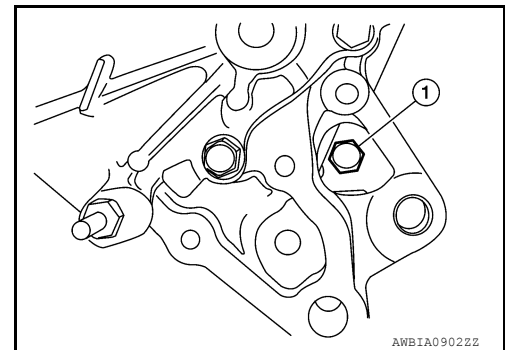
[VQ35DE]

## < REMOVAL AND INSTALLATION >

5. Set No. 1 cylinder at TDC on its compression stroke.
  - Align pointer with TDC mark on crankshaft pulley.



6. Remove drive belt. Refer to [EM-14. "Removal and Installation"](#).
7. Remove the idler pulley and the A/C idler pulley. Refer to [EM-15. "Removal and Installation of Drive Belt Auto-tensioner"](#).
8. Remove hoodledge cover (RH).
9. Remove cylinder block front drain plug (1) on water pump side of cylinder block to drain engine coolant from engine.



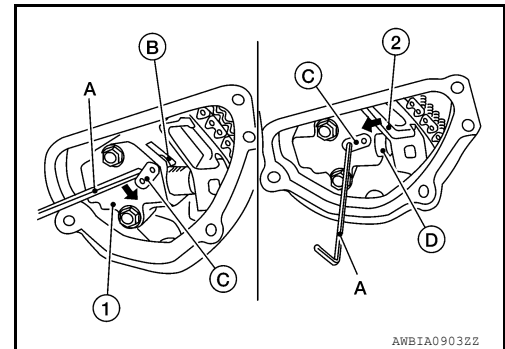
10. Support engine and remove the front engine insulator and bracket. Refer to [EM-103. "Removal and Installation"](#).
11. Disconnect RH valve timing control harness connectors and remove Intake valve timing control solenoid valve cover (RH) (bank 1). Refer to [EM-54. "Exploded View"](#).
12. Remove water pump cover. Refer to [EM-54. "Exploded View"](#).
13. Remove the timing chain tensioner (primary) as follows:

- a. Pull the lever (C) down to release the plunger stopper tab (B).
- b. Insert the stopper pin A into the tensioner body hole to hold the lever (C) and keep the plunger stopper tab (B) released.

**NOTE:**

An allen wrench [1.2 mm (0.047 in)] is used for a stopper pin A as an example.

- c. Compress the plunger (D) into the tensioner body (1) by pressing the slack guide (2).
- d. Keep the slack guide (2) pressed and lock the plunger (D) in by pushing the stopper pin A through the lever (C) and into the chain tensioner body hole.



- e. Remove timing chain tensioner bolts and then remove the timing chain tensioner.

**CAUTION:**

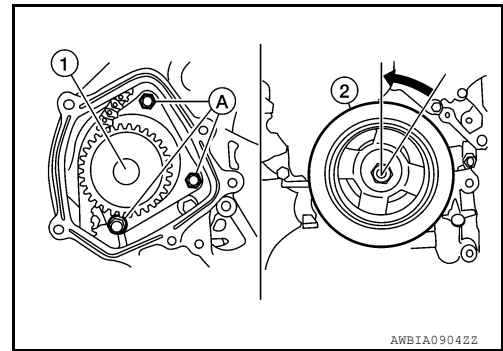
**Be careful not to drop timing chain tensioner bolts inside timing chain case.**

# WATER PUMP

## < REMOVAL AND INSTALLATION >

[VQ35DE]

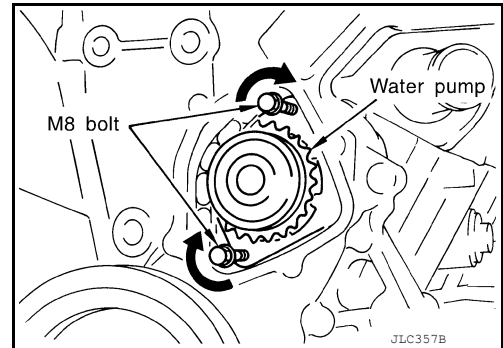
14. Remove the three water pump bolts (A). Make a gap between water pump sprocket (1) and timing chain, by carefully turning crankshaft pulley (2) counterclockwise until timing chain loosens on water pump sprocket (1).



15. Screw M8 bolts [pitch: 1.25 mm (0.49 in) length: approx. 50 mm (1.97 in)] into water pumps upper and lower bolt holes until they reach the timing chain case. Remove water pump.

**CAUTION:**

- Place a suitable shop cloth below the water pump housing to prevent any engine coolant from dripping into the timing chain case.
- Pull water pump straight out while preventing vane from contacting socket in installation area.
- Remove water pump without causing sprocket to contact timing chain.



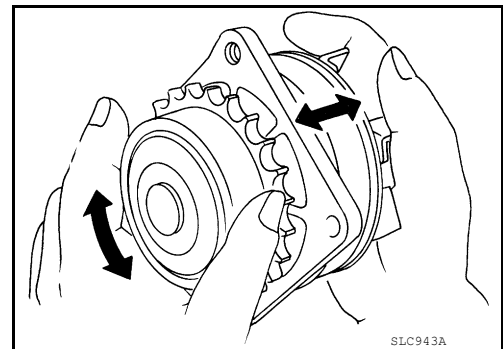
16. Remove M8 bolts and O-rings from water pump.

**CAUTION:**

**Do not reuse O-rings.**

### INSPECTION AFTER REMOVAL

- Visually check that there is no significant dirt or rusting on the water pump body and vane.
- Check that the vane shaft is not excessively loose and that it turns smoothly when rotated by hand.
- If the water pump does not perform properly, replace the water pump assembly.



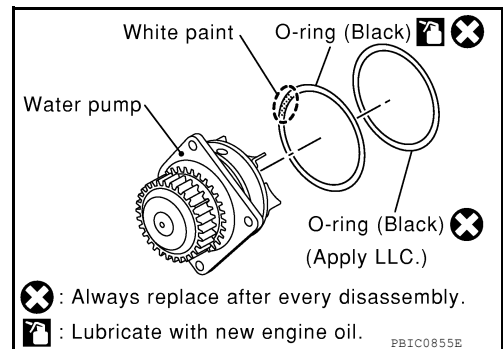
### INSTALLATION

1. Install new O-rings to water pump.

**CAUTION:**

**Do not reuse O-rings.**

2. Apply engine oil and coolant to the O-rings as shown.
- Locate the O-ring with white paint mark to engine front side.



# WATER PUMP

## < REMOVAL AND INSTALLATION >

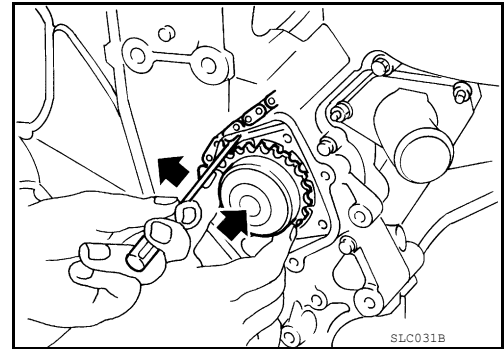
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3. Hold timing chain to the side (←) and install the water pump (←).

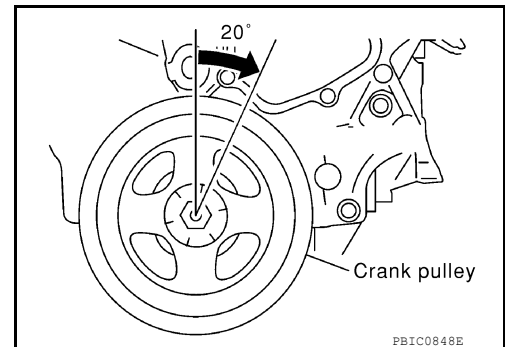
**CAUTION:**

**Do not allow cylinder block to interfere with the O-rings when installing the water pump.**

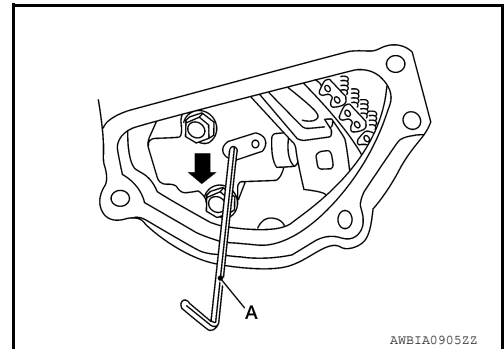
- Check that timing chain and water pump sprocket are engaged.
- Tighten water pump bolts alternately and evenly to specification.



4. Remove dust and foreign material completely from installation area of timing chain tensioner and rear timing chain case.
5. Turn the crankshaft pulley approximately 20° clockwise so that the timing chain on the timing chain tensioner side is loose.



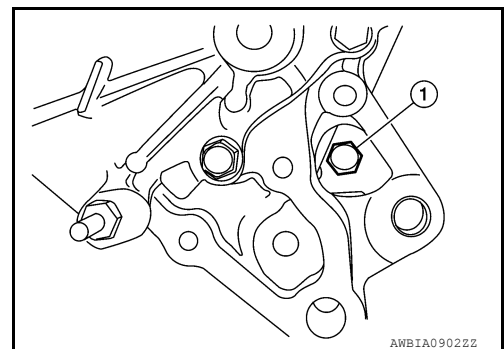
6. Apply engine oil to the oil feed hole and timing chain tensioner and install the timing chain tensioner.
7. Remove the stopper pin (A).



8. Install intake valve timing control solenoid valve cover (RH) (bank 1) and water pump cover.
- a. Before installing, remove all traces of liquid gasket from mating surface of water pump cover and intake valve timing control solenoid valve cover (RH) (bank 1) using a scraper. Also remove traces of liquid gasket from the mating surface of the front cover.
- b. Apply a continuous bead of liquid gasket to mating surface of intake valve timing control solenoid valve cover (RH) (bank 1) and water pump cover. **Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-21, "Recommended Chemical Products and Sealants".**
9. Install cylinder block front drain plug (1) on water pump side of cylinder block.
- Apply liquid gasket to the threads of cylinder block front drain plug.

**Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-21, "Recommended Chemical Products and Sealants".**

**Cylinder block front drain plug : 9.8 N·m (1.0 kg-m, 87 in-lb)**



10. Installation of remaining components is in the reverse order of removal.

# WATER PUMP

< REMOVAL AND INSTALLATION >

[VQ35DE]

- After installation refill engine coolant and check for leaks. Refer to [CO-11. "Changing Engine Coolant"](#) and [CO-10. "System Inspection"](#).

**CAUTION:**

**Do not spill coolant in engine compartment. Use a shop cloth to absorb coolant.**

- After starting engine, let idle for three minutes, then rev engine up to 3,000 rpm under no load to purge air from the high-pressure chamber of the chain tensioner. The engine may produce a rattling noise. This indicates that air still remains in the chamber and is not a matter of concern.

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# THERMOSTAT AND THERMOSTAT HOUSING

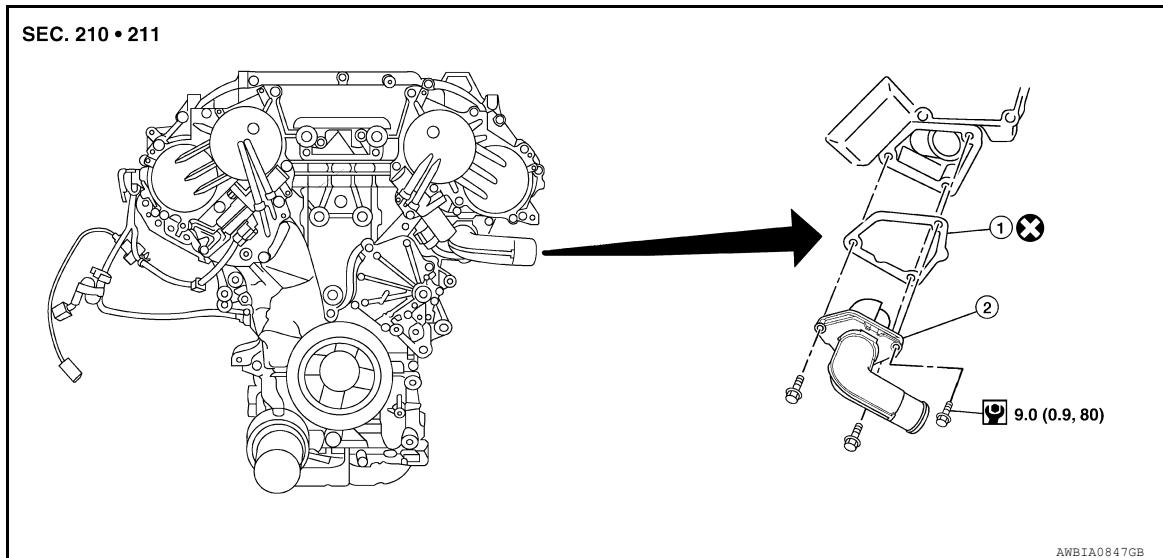
< REMOVAL AND INSTALLATION >

[VQ35DE]

## THERMOSTAT AND THERMOSTAT HOUSING

### Removal and Installation

INFOID:000000008643404



1. Gasket
2. Thermostat assembly (water inlet)

#### **WARNING:**

Do not remove the radiator cap when the engine is hot. Serious burns could occur from high pressure engine coolant escaping from the radiator. Wrap a thick cloth around the radiator cap. Slowly turn it a quarter of a turn to release built-up pressure. Carefully remove radiator cap by turning it all the way.

#### **CAUTION:**

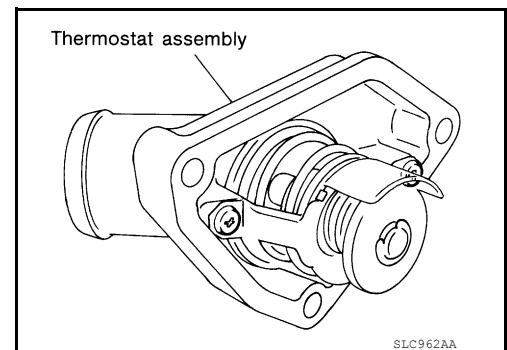
Perform when engine is cool.

#### **NOTE:**

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

#### REMOVAL

1. Drain coolant from radiator. Refer to [CO-11. "Changing Engine Coolant"](#).
2. Disconnect reservoir hose and remove reservoir tank.
3. Disconnect LH VTC solenoid harness connector.
4. Disconnect lower radiator hose from thermostat assembly.
5. Remove thermostat assembly (water inlet).
  - Do not disassemble thermostat assembly (water inlet). Replace them as a unit, if necessary.



#### INSPECTION AFTER REMOVAL

# THERMOSTAT AND THERMOSTAT HOUSING

[VQ35DE]

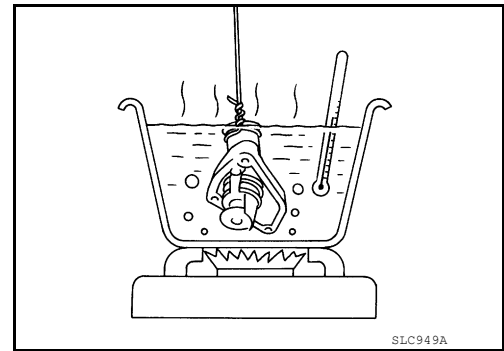
## < REMOVAL AND INSTALLATION >

- Place a thread so that it is caught in the valves of the thermostat. Immerse fully in a container filled with water. Heat while stirring.
- The valve opening temperature is the temperature at which the valve opens and the thermostat falls from the thread.
- Continue heating. Check the full-open lift amount.

### NOTE:

The full-open lift amount standard temperature for the thermostat is the reference value.

- After checking the full-open lift amount, lower the water temperature and check the valve closing temperature.



Thermostat	Standard Values
Valve opening temperature	Refer to <a href="#">CO-27, "Thermostat"</a>
Full-open lift amount	Refer to <a href="#">CO-27, "Thermostat"</a>
Valve closing temperature	Refer to <a href="#">CO-27, "Thermostat"</a>

- If valve seating at measured values are out of standard range, replace water inlet and thermostat assembly.

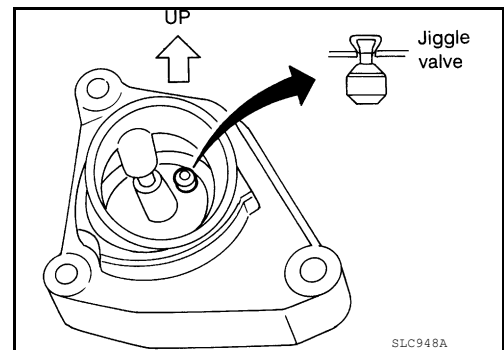
## INSTALLATION

Installation is in the reverse order of removal.

- Install thermostat with jiggle valve facing upward.
- After installation refill engine coolant and check for leaks. Refer to [CO-11, "Changing Engine Coolant"](#) and [CO-10, "System Inspection"](#).

### CAUTION:

**Do not spill coolant in engine compartment. Use a shop cloth to absorb coolant.**









# WATER OUTLET AND WATER PIPING

[VQ35DE]

## < REMOVAL AND INSTALLATION >

5. Remove radiator hose (upper) and both heater hoses.
6. Remove connector(s) from heater pipe.
7. Remove engine coolant temperature sensor on water outlet.
8. Remove water outlet, heater pipe, water connector, and water bypass pipe nuts and bolts.

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## INSTALLATION

1. Installation is in the reverse order of removal.
  - Securely insert each hose, and install a clamp at a position where it does not interfere with the pipe bulge.  
**CAUTION:**  
**Do not reuse gasket.**
  - When inserting heater pipe and water bypass pipe into water connector, apply neutral detergent to new O-rings.  
**CAUTION:**  
**Do not reuse O-rings.**
  - After installation refill engine coolant and check for leaks. Refer to [CO-11. "Changing Engine Coolant"](#) and [CO-10. "System Inspection"](#).

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# COOLING FAN

< UNIT DISASSEMBLY AND ASSEMBLY >

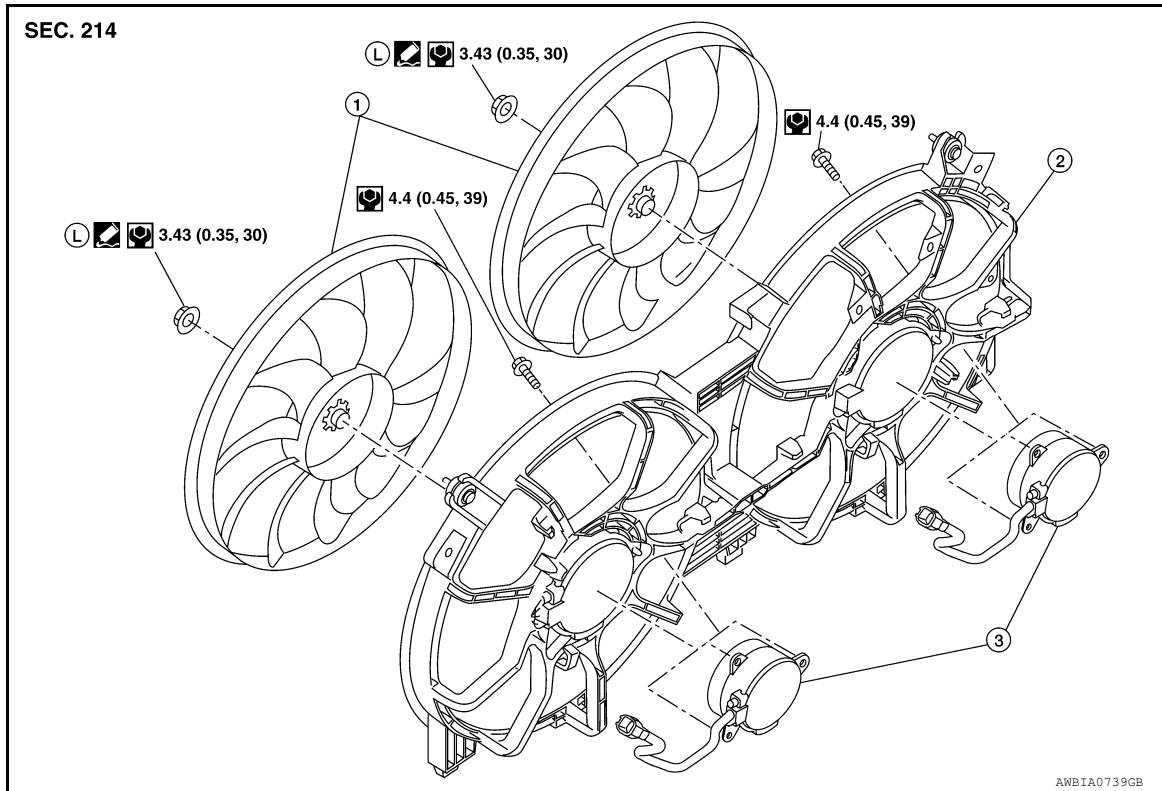
[VQ35DE]

## UNIT DISASSEMBLY AND ASSEMBLY

### COOLING FAN

#### Disassembly and Assembly of Cooling Fan

INFOID:000000008643406



1. Fan blade

2. Fan shroud

3. Fan motor

#### DISASSEMBLY

1. Remove fan blade nut.
2. Remove fan blade from fan motor.
3. Remove fan motor bolts and remove fan motor from fan shroud.

#### ASSEMBLY

Assembly is in the reverse order of disassembly.

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ35DE]

## SERVICE DATA AND SPECIFICATIONS (SDS)

### SERVICE DATA AND SPECIFICATIONS (SDS)

#### Capacity

INFOID:0000000008643407

ℓ (US qt, Imp qt)

Coolant capacity (With reservoir tank at MAX level)	9.0 (9 1/2, 7 7/8)
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#### Thermostat

INFOID:0000000008643408

Valve opening temperature	82°C (180°F)
Full-open lift amount	8.6 mm / 95°C (0.339 in / 203°F)
Valve closing temperature	77°C (171°F)

#### Radiator

INFOID:0000000008643409

Unit: kPa (kg/cm<sup>2</sup>, psi)

Radiator cap relief pressure	Standard	122.3 – 151.7 (1.3 – 1.5, 17.7 – 22)
Leakage test pressure		156 (1.6, 23)